

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE

Arizona Department of Transportation
Board Room 145-147
206 South 17th Avenue
Phoenix, Arizona 85007
November 20, 2001

MEETING MINUTES

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation, Board Room 145-147, 206 South 17th Avenue, Phoenix, Arizona on November 20, 2001 with Chairperson William G. Beyer presiding.

Members Present:

William G. Beyer, Chairperson
Brian Campbell, Member-At-Large
Ron Gawlitta, Maricopa County District 3
Jim Lykins, Maricopa County District 2
Tom Liddy, Maricopa County District 1
Paul Schwartz, Maricopa County District 4

Members Absent:

None

Others Present:

Ed Johnson, City of Youngtown
Brenda Zambelli, MCDOT
Gregory Lee, Deloitte & Touche
Chuck Eaton, ADOT
Elizabeth Neville, ADOT

Mary Viparina, ADOT
Steve Wilcox, DMJM & Harris
Craig Rudolphy, ADOT
Kwi-Sung Kang, ADOT
Dan Lance, ADOT

1. Call To Order:

Chairperson Beyer called the Citizen's Transportation Oversight Committee meeting to order at 5:00 p.m.. He thanked Mr. Campbell for chairing last month's public meeting.

2. Approval of Minutes of September 18, 2001 Meeting:

Chairperson Beyer called for a motion. Brian Campbell moved to approve the minutes of the CTOC meeting held on September 18, 2001 as circulated. Mr. Liddy seconded and the motion carried unanimously.

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3. Staff Report

Chuck Eaton, ADOT, reported the following information:

- Progress continues to be made on the implementation of the Regional Freeway System 2000 Performance Audit. The ADOT Audit and Analysis office has recently changed from quarterly audit status updates to semi-annual updates. The next formal status update report is due in January 2002. Much of the work to implement is being done as part of the ITD Operations/Development partnering Action Plan. There are current efforts to better integrate the improvements made from the Partnering group action plan into the applicable audit action plan.
- Project Management training course titled "Managing the Project Development Process" is well underway and a number of classes have already been held. Students have given the course high ratings.
- ADOT Transportation Planning Division recently completed a new web site called "AIR AWARE" that provided up-to-date information relating to transportation and air quality.
- A consultant has been selected to help ADOT develop the PM-10 standardized educational program for contractors and other stakeholders.
- The financial compliance audit is nearly complete. A draft report has also been reviewed. There were three projects for which the auditor was unable to get original budget information. We are reviewing the situation and will try to find the missing information. Once this exception has been resolved, a final report will be issued and mailed to members.
- Mr. Eaton reviewed comments received during the public meeting held October 25, 2001.
- Work is beginning this month to gather the data needed to carryout the semi-annual Life Cycle Certification. We will be receiving the final results of the Risk Analysis of Cost and Revenue this month. It looks like the annual construction cost growth will be in the 4% area. DMJM-Harris is working on the project cost updates and ADOT Financial Management Services is working on the revenue forecasts. There is concern that the poor economic conditions and potential legislative budget cuts may have a financial impact to our program.
- Based on the Board approved RAAC distributions, ADOT staff prepared a draft list of projects for consideration by the ADOT, MAG and RPTA, staff discussion and recommendation of MAG area projects to be proposed for programming with ADOT discretionary funding in FY 2007. The list of projects was developed from input received from MAG, local jurisdictions and ADOT Phoenix Districts. The ADOT/MAG/RPTA staff committee met twice in October and reached a consensus on 2007 program recommendations. The proposed list of projects to be programmed in 2007 was submitted to the MAG Transportation Review Committee for review and comment.
- US 60 Superstition Widening – Design Build: The overall design is progressing well. It is anticipated that most of the design work will be done by the end of December. Work on the HOV ramps connecting US 60 HOV lanes to the I-10 HOV lanes is underway. There will be weekend traffic delays on I-10 while westbound traffic is shifted to use eastbound lanes for construction of the I-10 ramp connection.

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- Red Mountain Freeway – Country Club to Gilbert (Loop 202): The project remains on schedule to complete and open to traffic in January 2002. A Grand Opening Celebration (Roc'n on the Red Mountain) has been set for January 12, with the freeway opening to traffic shortly thereafter.

Comments and questions regarding the presentation were as follows:

- In response to Chairperson Beyer's question, Mr. Eaton stated HURF revenues have decreased, however, not to the extent initially anticipated.
- Chairperson Beyer complimented Mr. McGee on his professionalism and understanding of the state's financial situation.
- Paul Schwartz, CTOC, stated Jacob Moore, the representative from the SRPMIC who attended the Mesa public meeting, was very knowledgeable and articulate. He thanked Mr. Moore for taking time to attend the meeting.

4. Regional Transportation Governance

Chairperson Beyer explained he placed this item on the agenda to allow members a chance to discuss the Governance recommendations coming from the Vision 21 Task Force. He stated MAG went through an extensive process to look at alternatives to the Task Force recommendations and is expected to recommend that participation at the lower levels be increased. He asked for the member's general thoughts on both the Vision 21 and MAG recommendations.

Brian Campbell, CTOC, said one of the concerns expressed during meetings he has attended was that, whatever model is accepted, it needs to be of a broader regional representation. He said concerns about the creation of another layer of bureaucracy were also raised. He stated the third concern, from a funding standpoint, was that the public would not accept requests for funding unless and until a clear model is presented holding a particular group accountable.

Ron Gawlitta, CTOC, said he believes the public would accept the extension of the ½ cent sales tax, provided the State proves its ability to follow through with its promises.

Brian Campbell expressed his opinion that the success of the system is due, in large part, to the leadership of Mary Peters and Victor Mendez. He said he has concerns that the MAG model, as set forth, would be able to achieve the desired end.

Ron Gawlitta pointed out that Phoenix is set up on a grid system that promotes the movement of traffic.

Paul Schwartz, CTOC, said those who live outside the major metropolitan areas, such as Sun City where he is from, have very little say in terms of what goes on at MAG. He stated something has to be done to give those areas a voice. Chairperson Beyer suggested Sun City

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incorporate, stating MAG is not going to bring anyone that is not an elected representative onto their Regional Council. Mr. Schwartz responded that the citizens of Sun City would not agree to incorporate.

Brian Campbell suggested the committee draft a position statement with respect to the Governance issue. Chairperson Beyer agreed, asking Mr. Campbell to draft the statement.

5. Red Mountain 202L/US 60 Interchange Recommendations and Phasing

Mary Viparina, ADOT, reviewed highlights from their presentation at the last meeting. She said they ultimately recommended Alternative B to ADOT, who then met with MAG staff and Federal Highways to further discuss the Alternatives. She said they have since obtained endorsements from the City of Mesa Transportation Advisory Board, Transportation Committee and City Council. She said they held another series of neighborhood meetings and a public hearing to present the preferred alternative and to provide the public with an opportunity ask questions and give their input. She stated the environmental assessment should conclude at the end of the year with the design concept report concluding early next year. She said they are currently discussing the final design with the consultant and expect construction to begin in January 2004. She noted every member of the Citizen Advisory Group indicated they want to continue their involvement through the final design and construction, commending them for their dedication.

Steve Wilcox, DMJM-Harris, continued with the presentation, stating they plan to construct four general purpose lanes and an HOV lane in each direction on US 60 west of 202L. He said, however, they are setting the freeway up for their ultimate vision of five general purpose lanes plus an HOV lane in each direction of travel. He said lanes are added and subtracted on US 60 as they approach the system TI because of the directional ramp connections from the 202L. He reported they will build three general purpose lanes and a HOV lane in each direction of travel east of the 202L with the capability of widening to four general purpose lanes in the future. He said US 60's elevation will remain the same. He stated they will have three lanes in each direction of travel, auxiliary lanes between interchanges and an open median on the 202L. He stated the freeway-to-freeway connection ramps will be two lane, except for the connection ramp between US 60 east and the Red Mountain Freeway north which does not appear to warrant dual lane ramps. He reviewed the locations of surface interchanges on the 202L and US 60.

He estimated the improvement costs on US 60 from Power Road to Crismon and 202L from Broadway to Elliott to be approximately \$187 million for construction and \$36 million for right-of-way, for a total cost of \$223 million. He said they have looked at various construction saving scenarios in conjunction with the construction district and the program. He explained Phase 1 focuses on US 60 and would cost approximately \$44 million in construction costs and \$15 million in right-of-way acquisitions. He stated the second phase would be the completion of the 202L and would coincide with the opening of the Santan and possibly the Red Mountain

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Freeway north. He said the construction costs for Phase 2 would be about \$53 million and right-of-way acquisition costs would be approximately \$13.5 million. He stated Phase 3 is expected to be the connection of US 60 east of the 202L to the Santan Freeway and would cost approximately \$16 million for construction. He said Phase 4A would build the connection from the Red Mountain to US 60 on the west while Phase 4B would complete the connections from the Red Mountain north to US 60 east. He said construction costs for Phases 4A and 4B would be about \$29 million and \$10.8 million, respectively, noting right-of-way has already been acquired.

Questions and comments regarding the presentation were as follows:

- Chairperson Beyer expressed concern that an additional lane on the connection ramp between US 60 east and 202L north would be necessary in the future. Mr. Wilcox said their 2025 traffic volume estimates were considerably lower than the threshold for a two lane ramp. Chairperson Beyer asked if the ramp would be wide enough to support two lanes if necessary. Mr. Wilcox explained there would be no merging associated with single lane ramps, helping to increase their capacity. The committee, as a whole, agreed the ramp should be increased to two lanes.
- Mr. Gawlitta asked at what point they reach the point of diminishing return in expanding the width of the freeway. He asked if any consideration has been given to aerial trains on the right-of-way as opposed to additional lanes of traffic. Mr. Wilcox said a mass transit alternative was not within the study's scope. Mr. Dan Lance noted several freeways have already been widened to five lanes and would not be able to be widened further in the future. He stated MAG is working with local jurisdictions on light rail concepts and other solutions.
- Mr. Eaton noted upgrades to the interchange resulted in a \$100 million increase to the Regional Freeway System. He said they have proposed including \$50 million toward the completion of the system and another \$50 million toward the widening of US 60 in 2007. He stated they also projected adding another \$50 million to the system and another \$50 million to the US 60 widening in 2008.
- Mr. Lance explained they broke the project into phases based on anticipated cash flow, however, the scheduling of the various phases could be altered to align with actual cash flow at the time.
- In response to Chairperson Beyer's concerns regarding the single lane ramps, Mr. Lance stated their restriction to single lane was driven, to some extent, by the density and developable land area immediately to the north. He stated the ramps could be retrofitted to two lanes with a substandard shoulder.

6. 2001 CTOC Annual Report

Chairperson Beyer asked the Committee for their suggestions and comments regarding what items should be addressed in the annual report. He stated he will prepare a first draft within the next two weeks and circulate it to committee members for comment. He said it was previously suggested that they consider recommending an experiment be done to determine if HOV lanes

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could be converted to HOT lanes. Mr. Campbell suggested they explore a model in which the revenue generated by the tolls pays for the capacity added by the concept. He said studies indicate corridors along the 101L and I-10 would be ideal candidates. Mr. Liddy expressed his opinion that if the revenue would be used to pay for the lanes, the tolls should be discontinued once the lanes has been paid for. Mr. Lance noted the HOT Lane/Value Lane study is being finalized and will be presented to this committee as well as the State Transportation Board and Regional Council in January or February. He suggested that would be an appropriate time to discuss the committee's recommendations.

Chairperson Beyer mentioned an Arizona Republic article written by Bob Pitre which pointed out that freeways are not used effectively because many individual municipalities neglected to coordinate the cross street modifications needed to allow people to access and exit the freeways in a timely manner. He stated he has asked Mr. Pitre to provide additional information. Mr. Lance stated it is a consequence of ADOT's acceleration. Chairperson Beyer asked if the Committee should encourage municipalities to catch up.

7. Call to the Public:

No comments were made.

8. Next Meeting Date:

CTOC Meeting
ADOT Transportation Board Room
Tuesday, February 19, 2002
5:00 p.m.

CTOC Public Meeting
Glendale, Arizona
Tuesday, January 15, 2002
6:00 p.m.

9. CTOC Member Reports:

Ron Gawlitta, CTOC, said he is scheduled to speak about elevated trains over freeways at the Institute of Real Estate Management and would like to see ADOT address the issue. In regards to CTOC 2001 issues, he said he did not ask to discuss widening frontage roads. He stated he asked to discuss designing frontage roads along I-17 north of the 101L.

Mr. Lance reported the I-17 widening study from the 101L to the New River TI addresses the issue of frontage roads.

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Mr. Eaton stated MAG has initiated regional planning studies in the northwest, southwest and southeast valley with the intent to gather information that could be incorporated into the Regional Transportation Plan. He said, while mass transit could be fed into the study, community participation at public meetings is key.

10. Closing comments and Adjournment:

Mr. Eaton distributed the CTOC meeting schedule for 2002 for review and approval. It was approved by all members.

Chairperson Beyer thanked ADOT staff, particularly Dan Lance and Chuck Eaton, for their hard work and efforts over the past three years.

Chairperson Beyer called for any further public input and there was none.

Meeting adjourned at 7:30 p.m.